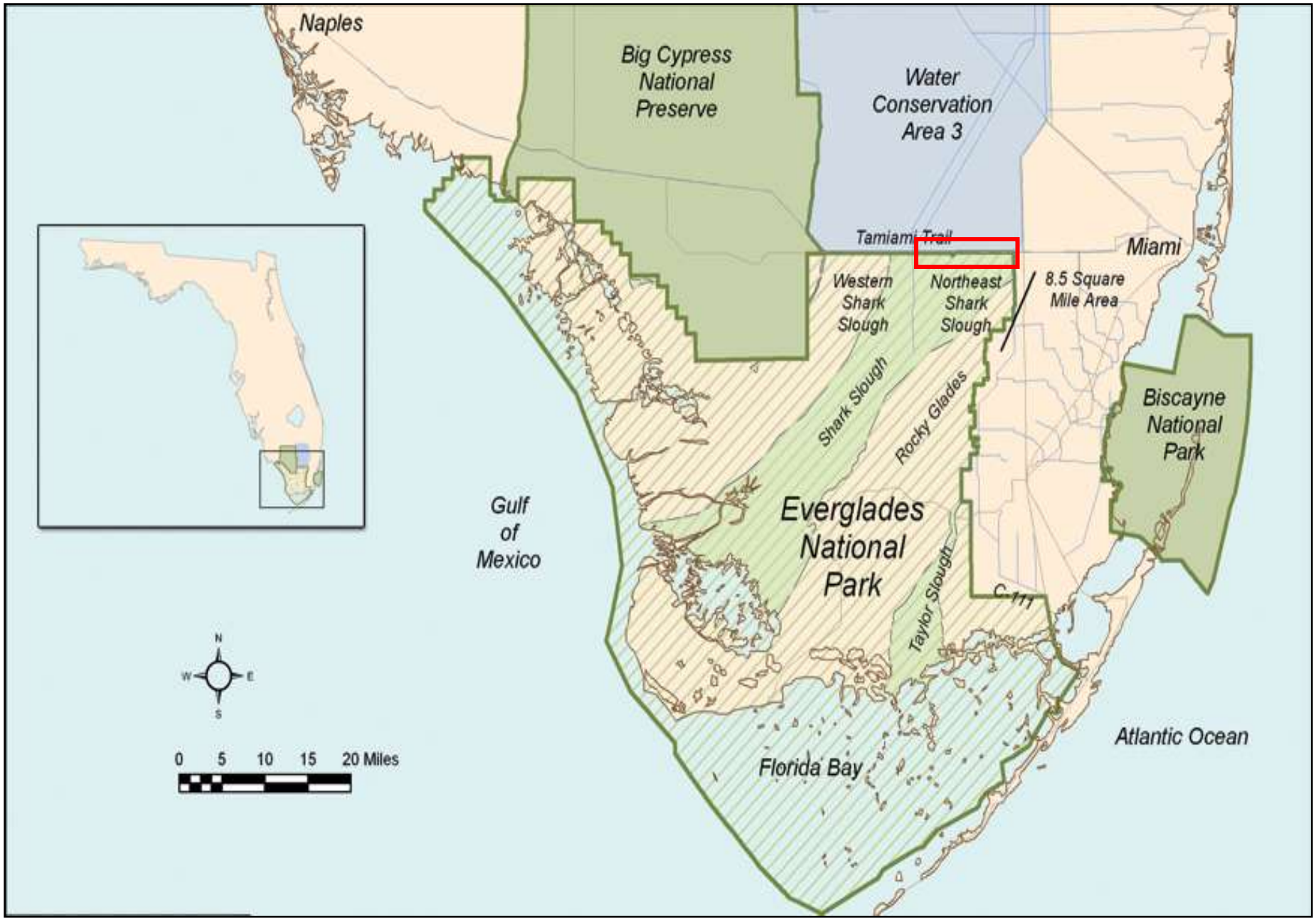
Tamiami Trail Modifications: Next Steps

Public Meeting
June 24, 2010

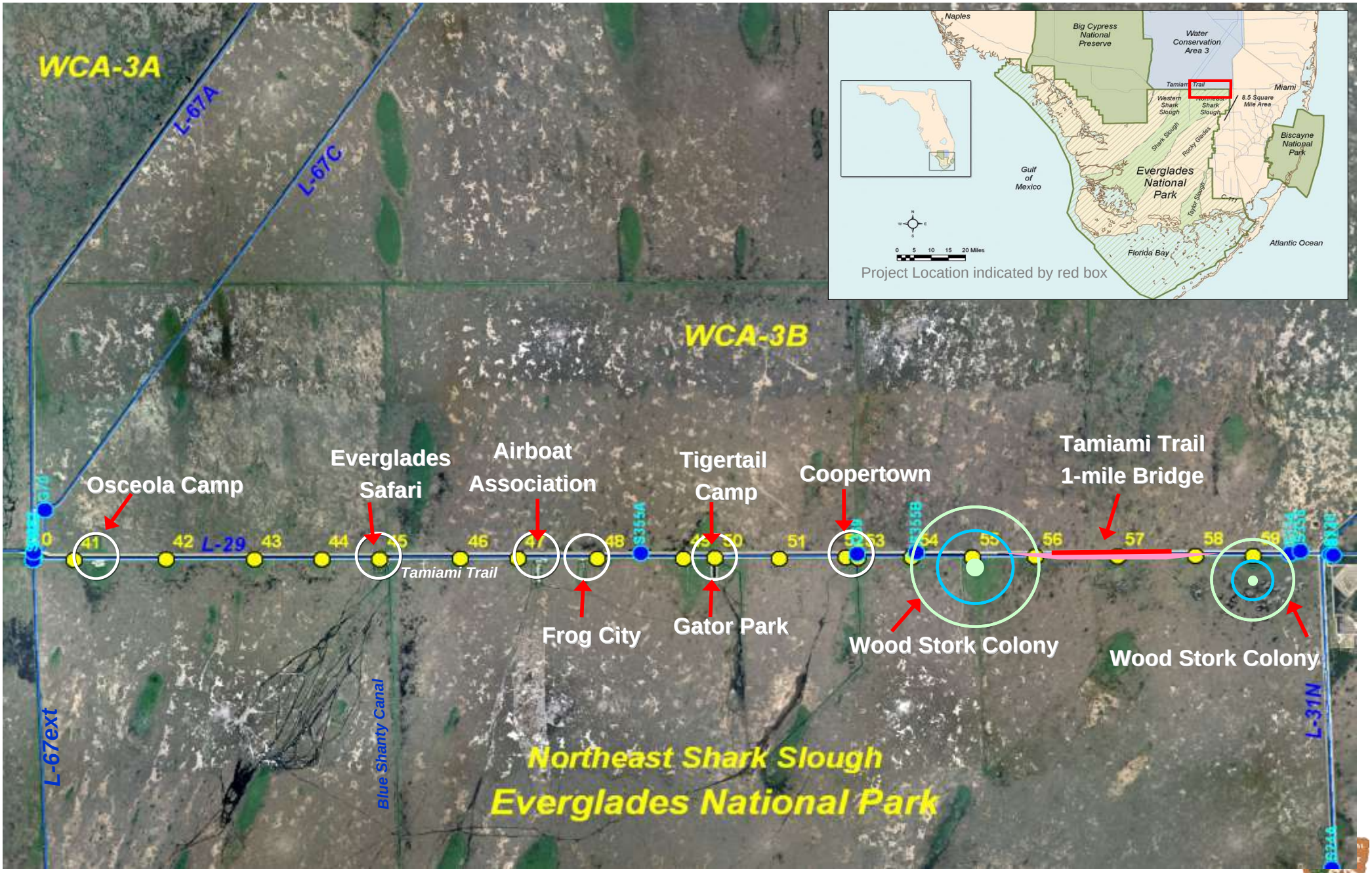
Topics

1. **Background**
    1. Project Purpose, Objectives, and DOI Guidance
    2. DOI Guidance/Project Constraints
    3. Need for Tamiami Trail Modifications
2. **Alternatives**
    1. Alternatives Considered
    2. Alternatives Screened-out
3. **Evaluation Process**
    4. Cost-Benefits Analysis (CBA)
    5. Preferred Alternative
6. **Preliminary Construction and Real Estate Costs**
7. **Consultation and Coordination**
8. **New Information Since Publication of DEIS**
9. **Next Steps: Major Milestones**

Project Location



Project Area and Features



Dire Warnings!

- “Most discouraging stories in Everglades restoration, yet foundation to all of CERP…if this project cannot be completed there is little hope for CERP…
- “If the sweeping vision of environmental restoration of the Everglades is to be realized, demonstrable progress must come soon…
- “If CERP continues on its present course at its current pace, the ecosystem will continue to lose its resiliency, which could lead to rapid and deleterious changes that may be impossible to reverse, and more importantly, the restoration effort will lose the support of the public at large.” (*NAS, Progress in Restoring the Everglades,* 2008)

Project Purpose

"To immediately evaluate the feasibility of additional bridge length, beyond that to be constructed pursuant to the Modified Water Deliveries to Everglades National Park Project (16 U.S.C. § 410r-S), including a continuous bridge, or additional bridges or some combination thereof, for the Tamiami Trail (U.S. Highway 41) to restore more natural water flow to Everglades National Park and Florida Bay and for the purpose of restoring habitat within the Park and the ecological connectivity between the Park and the Water Conservation Areas".

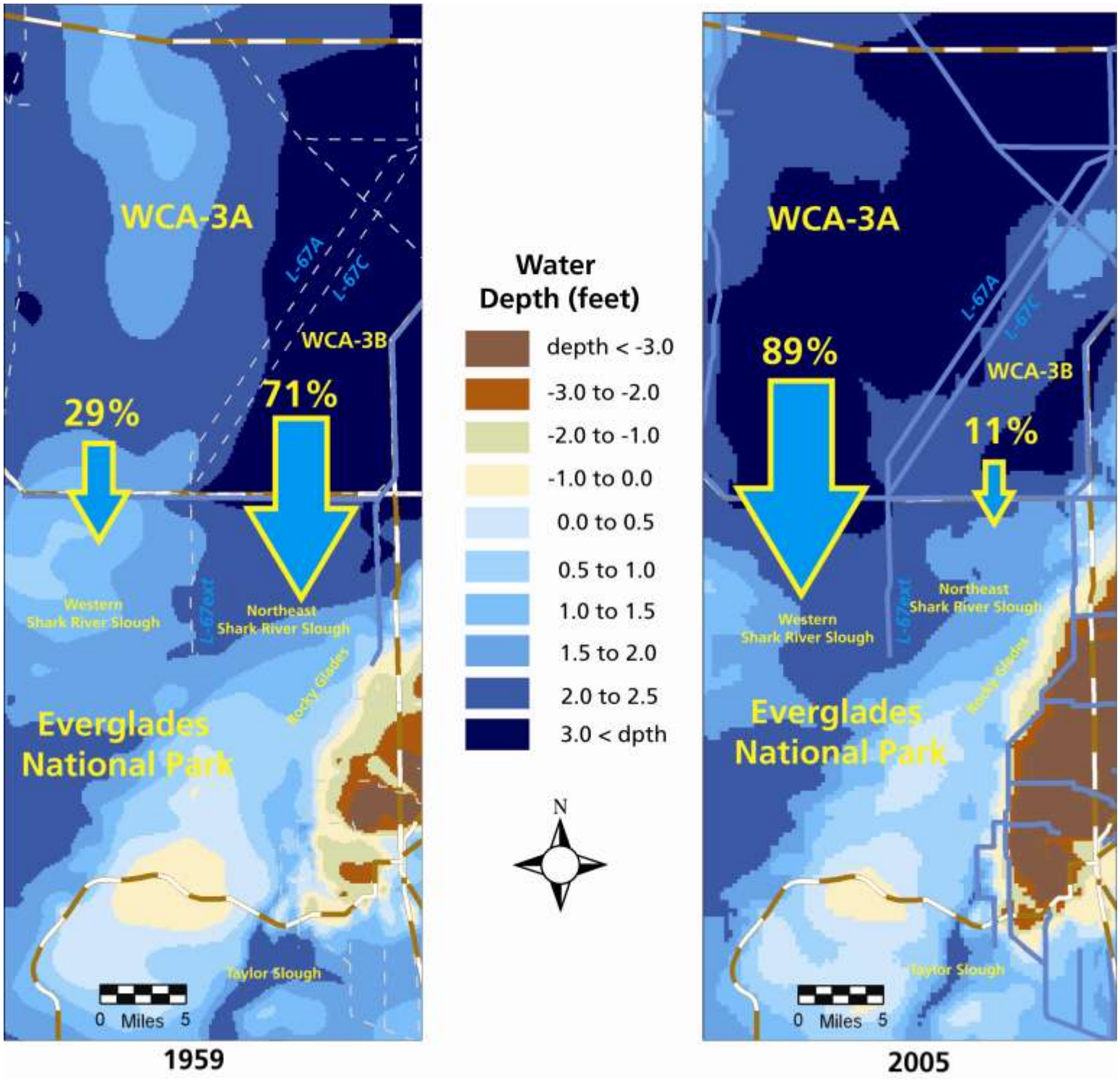
From 2009 Omnibus Appropriations Act passed by Congress March 10, 2009

Project Objectives

- **Restore Natural Water Flow to ENP:**
  - Construct additional bridging and road raising of the Tamiami Trail to provide for unconstrained flows to Northeast Shark River Slough (NESRS) and Florida Bay
- **Restore Ecological Connectivity:**
  - Improve ecological connectivity by removing obstructions to sheet flow
  - Improve species movements between WCA-3B and Everglades National Park
- **Restore Habitat Within ENP:**
  - Restore slough vegetation and the deep water sloughs
  - Restore processes that produce and maintain ridge and slough communities in ENP east of the L-67 Extension

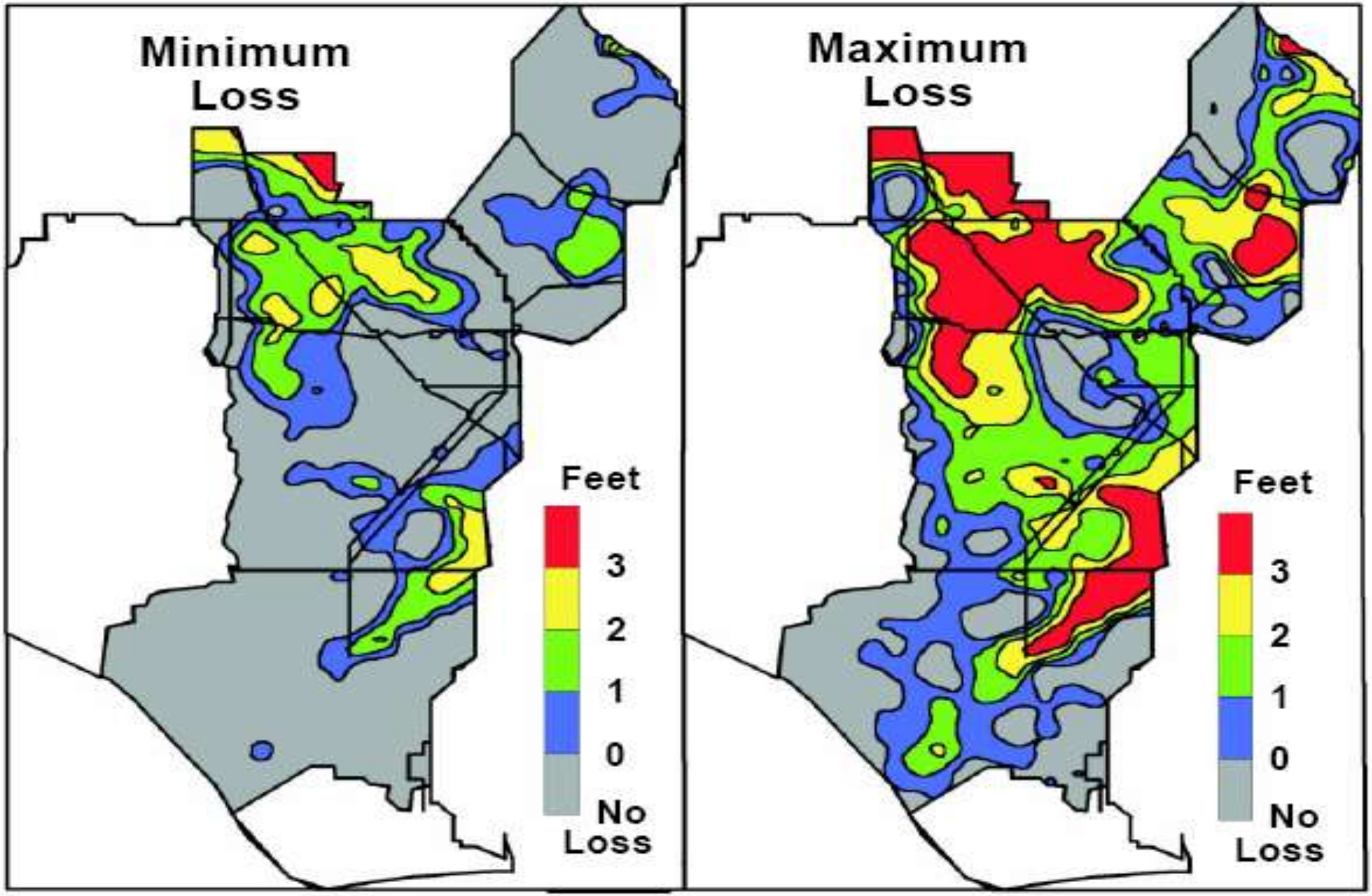
DOI Guidance

1. Include NEPA document with Feasibility Report
2. Include Real Estate Costs
   a. Acquisition, in fee, of commercial airboat facilities
   b. Acquisition or cost-to-cure for commercial radio towers
   c. Relocation of the SFWMD telemetry station
3. Access will be provided to all airboat facilities
   a. Commercial facilities
   b. Airboat Association
4. Rely heavily of the alternatives and analysis done in the 2005 RGRR
5. No new modeling and no operational plan development
6. Use a design high water (DHW) for unconstrained flow (later verified to be the same as the value used in the 2005 RGRR and equal to 9.7 ft-NGVD)

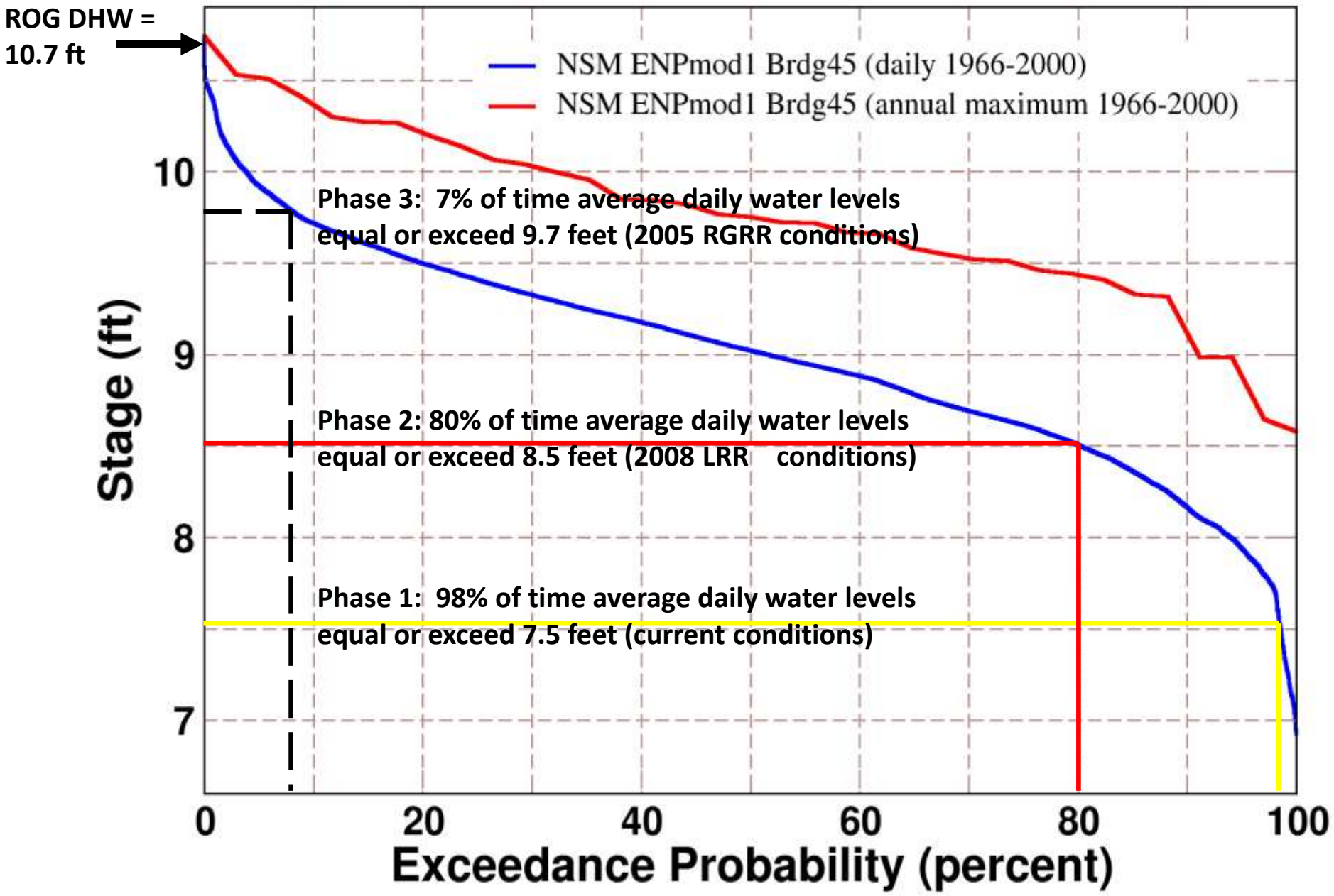

WCA-3A
L-67A
L-67C
WCA-3B
29%
71%
Western
Shark River Slough
L-67Ext
Northeast
Shark River Slough
Rocky Glades
Everglades
National Park
Taylor Slough
0 Miles 5
1959
Water
Depth (feet)
depth < -3.0
-3.0 to -2.0
-2.0 to -1.0
-1.0 to 0.0
0.0 to 0.5
0.5 to 1.0
1.0 to 1.5
1.5 to 2.0
2.0 to 2.5
3.0 < dpth
N
WCA-3A
L-67A
L-67C
89%
WCA-3B
11%
Western
Shark River Slough
L-67Ext
Northeast
Shark River Slough
Rocky Glades
Everglades
National Park
Taylor Slough
0 Miles 5
2005

Soil loss in feet across the Everglades from 1946 to 1996

(Scheidt et al. 2000).



Restoration Water Levels Frequency of Occurrence and Phases of Tamiami Trail Project Implementation

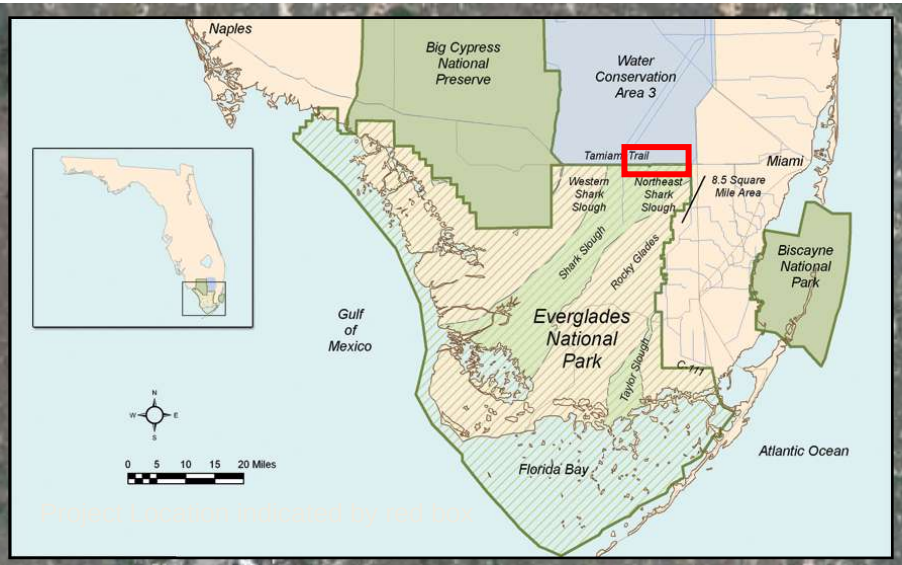


Amount of Corridor Available for Bridging

WCA-3A

10.7 Miles

Of the 7.7 available miles, approx 2.2 miles would be comprised of transitions to bridges, yielding a maximum of 5.5 miles of actual bridging



WCA-3B

Osceola Camp

Airboat Association

Tigertail Camp

1-mile Bridge

G70

S333

L-29

Tamiami Trail

S355A

G69

S355B

S334

S24

L-67ext

Blue Shanty Canal

Northeast Shark Slough

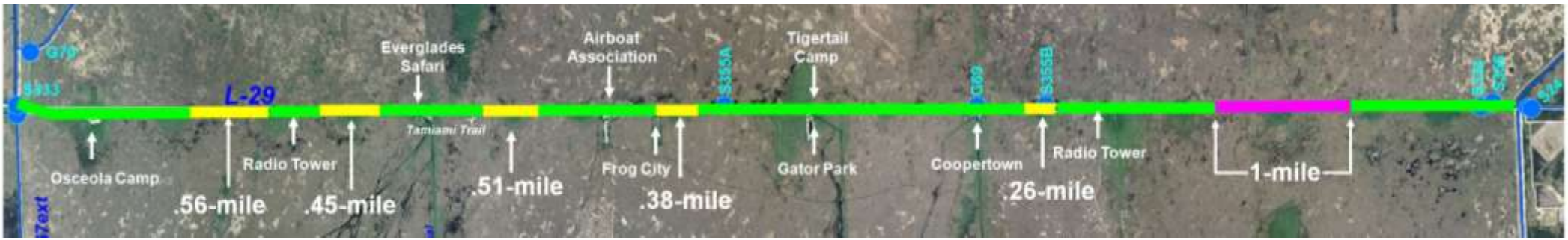
Everglades National Park

L-31N

Alternatives

No Action Alternative: LRR 1-mile Bridge and Road Surface Raised

Alternative 1: 2.15-miles of Bridges and Remaining Roadway Elevated



Alternative 2A: 3.33 miles of Bridges and Remaining Roadway Elevated

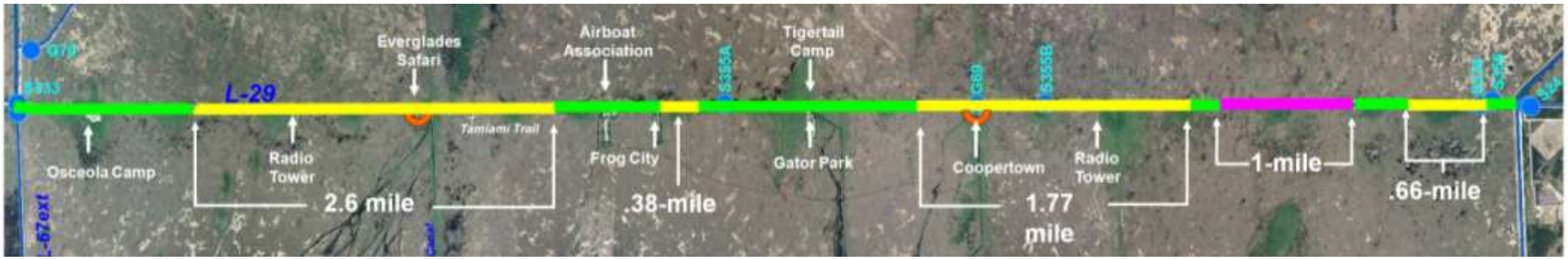
2008 LRR Bridge **Proposed Bridges** **Road Elevated**

Alternatives cont..,

Alternative 4: 1.01-mile of Bridges and Remaining Roadway Elevated

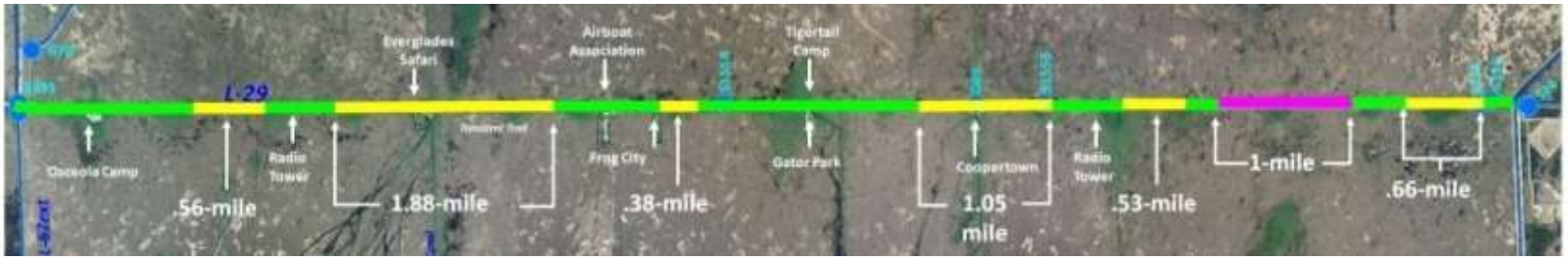
Alternative 5: 1.52-miles of Bridges and Remaining Roadway Elevated

Alternative 6E: 5.50-miles of Bridges and Remaining Roadway Elevated

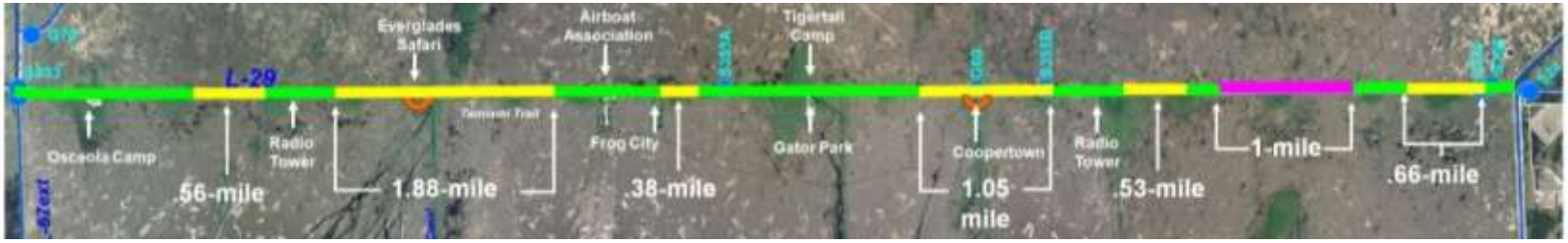


2008 LRR Bridge **Proposed Bridges** **Road Elevated**

Alternative 6A: 5.05-miles of Bridges and Remaining Roadway Elevated

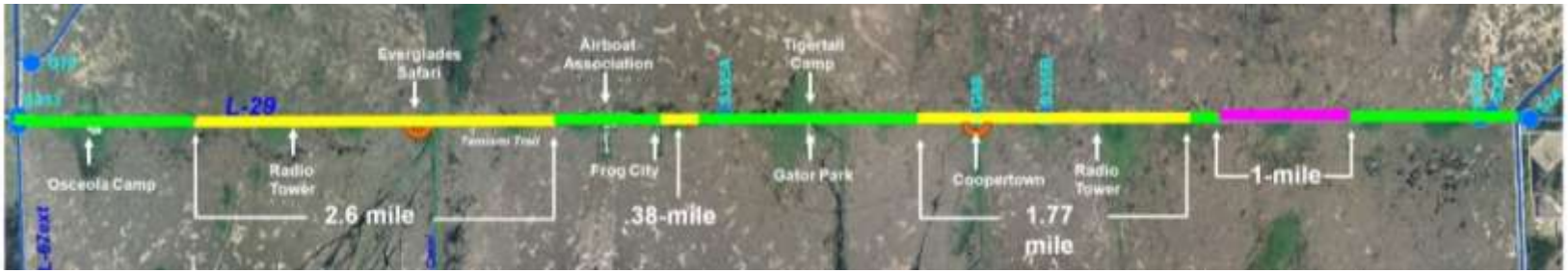


Alternative 6B: 5.05-miles of Bridges and Remaining Roadway Elevated



Alternative 6C: 4.39-miles of Bridges and Remaining Roadway Elevated

Alternative 6D: 4.75 miles of Bridges and Remaining Roadway Elevated



Alternative 6E: 5.5miles of Bridges and Remaining Roadway Elevated

Alternative 6

Existing Bridge

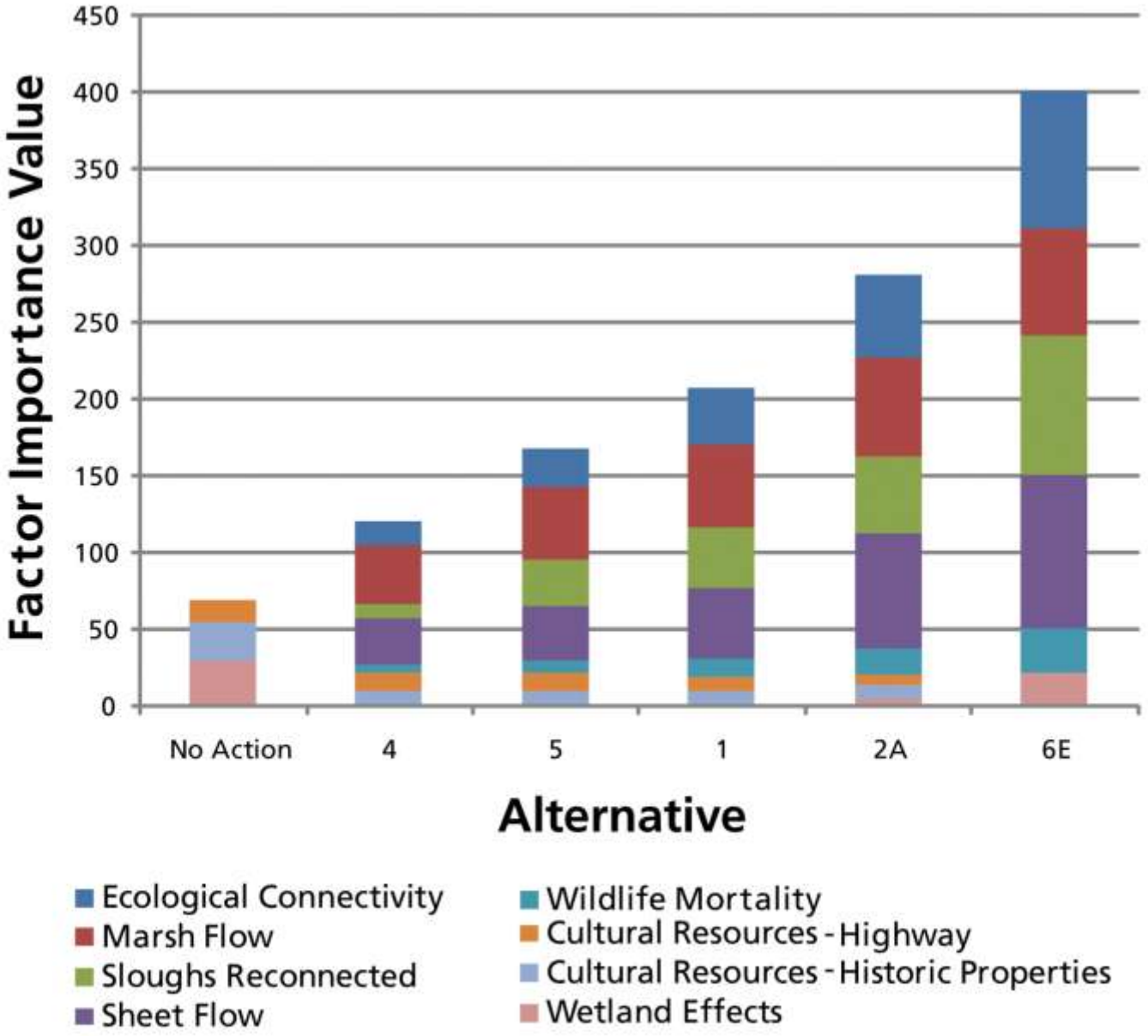
Road Raising

Proposed Bridges

Factors used in CBA Analysis

1. Potential Ecological Connectivity
2. Potential Marsh Flow
3. Potential Number of Sloughs Reconnected
4. Potential Sheet Flow
5. Potential Reduction in Wildlife Mortality
6. Prevent Loss of Cultural Resources - Highway
7. Prevent loss of Cultural Resources - Historic Properties
8. Net Wetland Effects

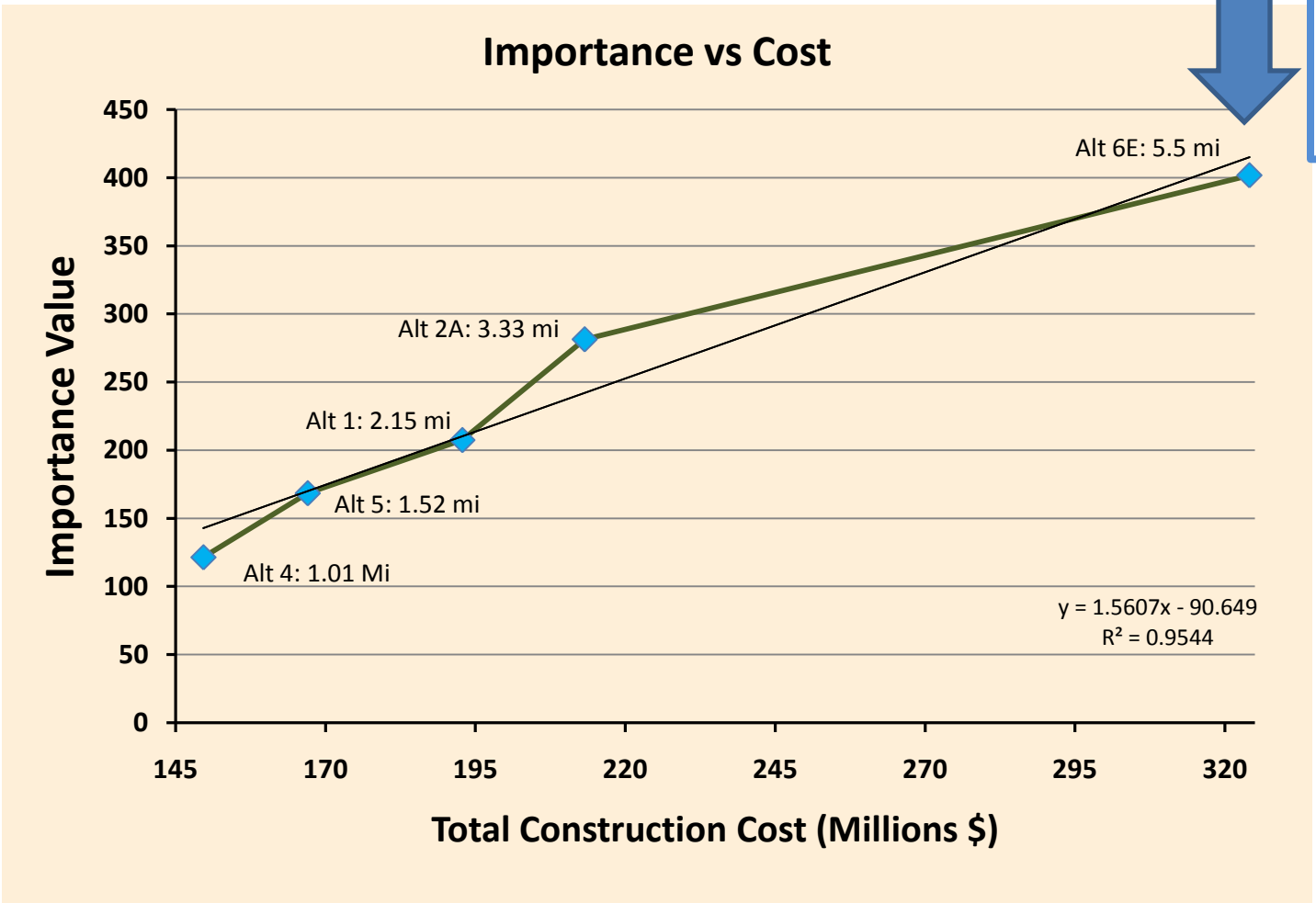
Importance Values



Alternative Cost-Benefit Analysis of Recommended Plan

Recommended Alternative
And COE Best Buy Alternative

Construction Costs = $260 M
Land Acquisition = $ 20 M
Compensable Business Costs= $30 M
Demolition=$16M



National Park Service Preferred Alternative

Alternative 6E: 5.5 miles of bridges and remaining roadway elevated

Benefits of Recommended Plan

<u>Ecological</u>

- **Will improve water depths and durations in WCA's and NESRS (from 2005 RGRR)**
- **Provides the greatest ecological connectivity (4.5 miles more than 2008 LRR)**
- **Reconnects the most remnant sloughs (7 more sloughs crossed than 2008 LRR)**
- **Creates the most natural flow patterns (velocity and distribution)**

<u>Other</u>

- **Provides access to most of the commercial and recreational facilities**
- **Provides requested buffer to tribal lands**
- **Provides 9.7 ft DHW to accommodate future restoration projects**
- **Quickest to implement (3.7 years)**

Consultation and Coordination

1. Miccosukee Tribe of Florida
2. State Historic Preservation Officer
    1. Potential impacts to Cultural Resources
    2. Proposed mitigation
3. U.S. Fish and Wildlife Service

Consultation with Miccosukee Tribe

- **December 11, 2009 Meeting: Tribe did not have any specific concerns or cultural resources within the project footprint.**
- **March 22, 2010 Letter: Expressed "extreme interest" in all tree islands in NESRS National Register Archeological District.**

Cultural Resource MOA

- **An Exhibit on Coopertown and the history of Airboat tourism on the Tamiami Trail will be developed for the new South Florida Collections Management Center exhibit space to be located inside Everglades National Park.**

USFWS

- Preliminary Assessment: Construction "may adversely Impact" the Wood Stork; however, overall benefits would be positive
- No other direct or indirect adverse impacts to Special Status Species

New Information Since Publication of DEIS

- **Acceleration/deceleration lanes will be added to bridges/down-ramps to Coopertown and Everglades Safari Park**
- **More detailed business evaluation of radio towers reduced estimated costs from $30m to about $9M**
- **Total wetland impacts used in “Affected Environment” section reduced from 65 to 48 acres**

Major Deliverables/Milestones

- **Executive Summary of DEIS released—May 19, 2010**
- **Public Review of Draft EIS—May 28 to July 27, 2010**
- **FR Notice for Release of Final EIS—Nov 19, 2010**
- **Final EIS—March 31, 2011**
- **Signed ROD – April 07, 2011**